

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application.

1. (Currently Amended) A power unit mounting assembling method for mounting a power unit including a power source and a speed reducer on a car body frame by disposing a mount carrying a static load of said power unit between said power unit and said car body frame and disposing a sub-frame attached on said car body frame between said power unit and said car body frame, said method comprising in succession:

a first step of assembling said power unit into said sub-frame in substantially the same position as in a mounted state on said car body frame by supporting said power unit via an on-board mount on said sub-frame;

a second step of attaching said sub-frame on which said power unit is mounted at the first step to said car body frame; and

a third step of supporting said power unit via the mount on said car body frame, wherein said on-board mount is removed from between said sub-frame and said power unit after the end of said third step.

2. (Canceled),

3. (Currently Amended) The power unit mounting assembling method according to claim 1 ~~or 2~~, wherein said mount includes a power source side mount and a speed reducer side mount which are disposed between both end portions of the

power unit along a principal axis of inertia and said car body frame to share the static load of the power unit,

wherein said power unit is mounted on said car body frame so that a substantially horizontal torque rod is disposed between the sub-frame to be attached on said car body frame and a portion of said power unit apart from the principal axis of inertia, and

wherein said first step includes assembling said power unit into said sub-frame in substantially the same position as in the mounted state on said car body frame by connecting said power unit and said sub-frame via said torque rod and supporting at least two positions on a lower portion of said power unit on the sub-frame via said on-board mount.

4. (Previously Presented) The power unit mounting assembling method according to claim 3, wherein said power source side mount, said speed reducer side mount and said on-board mounts comprise supported members attached to said power unit, supporting members attached to said car body frame and said sub-frame, and mount rubbers disposed between the supported members and the supporting members corresponding to each other, respectively, and

wherein the rubber contents of the mount rubbers provided for said on-board mounts are set to be smaller than the rubber contents of the mount rubbers provided for said power source side mount and said speed reducer side mount.

5. (Currently Amended) The power unit mounting assembling method according to ~~claim 2,~~ claim 1, wherein said on-board mount removed from between said sub-frame and said power unit after the end of said third step comprises a snap-on pin removably inserted into said power unit, supporting members detachably fastened to said sub-frame, and a mount rubber disposed between said snap-on pin and said supporting members.

6. (Previously Presented) The power unit mounting assembling method according to claim 5, wherein said supporting members are fastened to a mounting plate fixed to said sub-frame by a single bolt and a nut, one of said supporting members and said mounting plate being provided with a regulation hole at a position offset from an axial line of said bolt and said nut, the other of said supporting members and said mounting plate being provided with a locking pin for regulating said other of said supporting members from rotating around the axial line of said bolt by being inserted into said regulation hole, and said regulation hole is formed into a long hole extending in a direction orthogonal to a locking direction with said regulation hole and said locking pin.

7. (Currently Amended) A power unit mounting assembling apparatus for mounting a power unit including a power source and a speed reducer on a car body frame, a mount carrying a static load of said power unit disposed between said power unit and said car body frame, and a sub-frame attached on said car body frame disposed between said power unit and said car body frame, said apparatus comprising:

an on-board mount disposed between said power unit and said sub-frame and supported on said sub-frame in substantially the same position as in a mounted state on said car body frame; and

a removal member for removing said on-board mount from said sub-frame and said power unit after supporting said power unit on said car body frame via said mount.

8. (Canceled),

9. (Currently Amended) The power unit mounting assembling apparatus according to claim 7-~~or 8~~, wherein said mount and said on-board mount comprise supported members attached to said power unit, supporting members attached to said car body frame and said sub-frame, and mount rubbers disposed between the supported members and the supporting members corresponding to each other, respectively, and

wherein the rubber content of the mount rubber provided for said on-board mount is set to be smaller than the rubber content of the mount rubber provided for said mount.

10. (Currently Amended) The power unit mounting assembling apparatus according to ~~claim 8,~~ claim 7, wherein said on-board mount removed from between said sub-frame and said power unit comprises a snap-on pin removably inserted into said power unit, supporting members detachably fastened to said sub-frame, and a mount rubber disposed between said snap-on pin and said supporting member.

11. (Previously Presented) The power unit mounting assembling apparatus according to claim 10, wherein said supporting members are fastened to a mounting plate fixed to said sub-frame by a single bolt and a nut, one of said supporting members and said mounting plate being provided with a regulation hole at a position offset from the axial line of said bolt and said nut, the other of said supporting members and said mounting plate being provided with a locking pin for regulating said other of said supporting members from rotating around the axial line of said bolt by being inserted into said regulation hole, and said regulation hole is formed into a long hole extending in a direction orthogonal to a locking direction with said regulation hole and said locking pin.